GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:481
ANSWERED ON:03.03.2005
RAIL PROJECTS IN ORISSA
Mahtab Shri Bhartruhari

Will the Minister of RAILWAYS be pleased to state:

(a) the present status of the on-going rail projects in Orissa;

(b) whether the Government has reviewed the existing track conditions in the State to ensure the passengers' safety; and

(c) if, so the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (c): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF THE UNSTARRED QUESTION NO. 481 ASKED BY SHRI BHARTRUHARI MAHTAB TO BE ANSWERED IN THE LOK SABHA ON 03.03.2005 REGARDING RAIL PROJECTS IN ORISSA.

(a): The project-wise up-to-date progress along with target date of completion, wherever fixed, estimated cost and budget outlay proposed during 2005−06 for various on-going New Line, Gauge Conversion, Doubling and Electrification projects falling fully or partly in Orissa are as given under:-

Sl. No	Name of the Project	Present Status	Estimated Cost (Rs. in crore)	Budget Outlay proposed during 2005-06 (Rs. in crore)
	NEW LINES			
1.	Daitari-Banspani (155 Kms)	Banspani-Joruli (11 Kms) section has been completed and commissioned. Joruli-Keonjhar (48 Kms) section has also been completed. On Keonjhar-Tomka (98 Kms) section, earthwork, bridgeworks and other ancillary works are in progress. The project is likely to be completed during 2006-07, depending upon availability of resources. The work is under National Rail Vikas Yojna (NRVY).	590.60	128.61
2.	Lanjigarh Road-Junagarh (56 Kms)	Land has been acquired partially. In phase-I, work has been taken up from Lanjigarh to Bhawanipatna (31 Kms), where earthwork and bridgework are in progress.	119.29	8.00
3.	Khurda Road-Bolangir (289 Kms)	Final Location Survey (FLS) has been completed partially. Land has been acquired partially. Earthwork and minor bridges	700.00	10.00

		have been completed on a length of 2.5 Kms from Khurda Road end, where the land is available with the Railway. Tenders for earthwork and bridges for further part- length are under finalization.		
4.	Haridaspur-Paradeep (82 Kms)	FLS and soil investigation of major bridges have been completed. Land has been acquired partially. The project is being implemented under NRVY.	301.64	20.00
5.	Angul-Sukinda Road (98.7 Kms)	FLS and soil investigation for all major bridges have been completed.	415.47	0.10
6.	Talcher-Bimlagarh (154 Kms)	FLS and preliminary arrangements like preparation of plans & estimates have been taken up.	726.96	5.00
		GAUGE CONVERSION		
1.	Rupsa-Bangriposi (89 Kms)	In phase-I, gauge conversion of Rupsa-Baripada (52 Kms) segment has been taken up, which is targeted for completion during 2004-05.	102.75	3.00
2.	Naupada-Gunupur (90 Kms)	FLS has been completed. Land acquisition is in progress. Earthwork and bridge-works are in progress.	91.30	5.00
		DOUBLING		
1.	Nergundi-Cuttack-Raghunathpur (43 Kms)	Kapilas Road-Nergundi-Birupa Cabin-Kendrapara Road segment has been completed and commissioned. Remodeling of Cuttack yard has been completed and commissioned. The work on Cuttack-Raghunathpur is likely to be completed during 2005-06.	134.74	8.97
2.	2nd Bridges on Mahanadi & Birupa (3 Kms)	2nd bridge over River Birupa has been completed and commissioned. Work of 2nd bridge over River Mahanadi bridge is being executed by Rail Vikas Nigam Ltd (RVNL). Tenders for this work are under process.	109.45	28.60
3.	Lanjigarh-Titlagarh (47 Kms)	Kesinga-Rupra Road-Norla Road (23 Kms) segment has been completed and commissioned. Norla Road-Lanjigarh (11 Kms) section is targeted for completion during 2004-05. Earthwork and bridgework are in progress on rest of the section.	134.74	10.00
4.	Rajathgarh-Barang (20 Kms)	FLS and geo-technical investigation of all major bridges have been completed. Land acquisition is under process. The work is being executed by RVNL.	157.98	30.00
5.	Khurda Road-Puri (Phase-I)	Earthwork and bridgeworks are in progress.	47.28	10.00

	(15.3 Kms)			
6.	Sambalpur-Rengali (22.7 Kms)	FLS has been completed. Land acquisition is under process and tenders are under process.	70.36	10.70
7.	Jharsuguda-Rengali (25.6 Kms)	New work proposed in the Budget 2005-06.	56.58	7.00
8.	Jharsuguda Bypass Line (8.73 Kms)	FLS has been completed. Detailed Estimate is under preparation.	19.62	10.00
9.	Cuttack-Barang (12 Kms)	FLS is in progress. The work is being executed by RVNL.	127.13	30.00
10	Khurda Road-Barang 3rd Line (35 Kms)	FLS is in progress. The work is being executed by RVNL.	133.41	30.00
		RAILWAY ELECTRIFICATION		
1.	Kharagpur/ Nimpura-Bhubaneswar including branch line of Talcher-Cuttack-Paradeep (540 Route Kms)	The work is in progress and targeted for completion by March 2005 except Cuttack-Paradeep section for which the target has not been fixed because of doubling in progress.	325.18	19.50
2.	Bhubaneswar-Kottavalasa including Khurda Road-Puri (470 Route Kms)	Bhubaneswar-Kottavalasa main line has been completed in March 2002. Khurda Road-Puri section has been completed in December 2004.	322.71	5.00

(b) & (c): Repair and maintenance of Railway track is a continuous process. Maintenance works are carried out regularly depending upon the need for ensuring safety of traffic. Track is inspected regularly and corrective action taken promptly wherever required. Speed restrictions are also imposed for ensuring safety, if the situation so warrants. Track renewals are also under taken depending upon the need of renewal and subject to availability of funds.

The following steps have also been taken, for improving safety on Indian Railways (IR) as far as track is concerned:-

(i) Regular inspection of track at various levels is undertaken.

(ii) For monitoring track geometry and running characteristics of track, sophisticated track recording cars and oscillograph cars are being used.

(iii) Training to railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars/workshops/field demonstrations are also organized for Permanent way staff from time to time to enhance/update their knowledge.

(iv) Patrolling of railway track by gang men is carried out at vulnerable locations during monsoon, summer and winter.

(v) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(vi) Ultrasonic Flaw Detectors are used to detect hidden flaws in the rail.

(vii) Mechanized maintenance of track is being introduced progressively, for better and improved maintenance.

(viii) The track structure is being upgraded on a planned basis.

(ix) To keep the track in good condition, track renewals are carried out whenever it becomes due for renewal subject to availability of funds.